

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

For	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About FRIDAY, the 26th June.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sambill	End of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. Rud Meyer	WEDNESDAY, Noon, 1st July.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Blozer	About WEDNESDAY, 1st July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, 5 P.M., 16th July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelin	6th July, P.M.
MARSEILLES, VIA PORTS	POLYNESIAN	Martin	7th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	20th July, P.M.
MARSEILLES, VIA PORTS	CALEDONIEN	Lemondier	21st July, 1 P.M.

Transshipment on the Co's Steamers to 27th July, 20 hours' railway from

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS

Hongkong, 23rd June, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA TO HONGKONG IN 30 DAYS.
NAPLES 29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.
Connecting with the Canadian Pacific Railway.
FREIGHT TO OVERLAND
PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.YOKOHAMA—VANCOUVER.....13 Days.
LONDON and PARIS.....26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS 25th July.	CEYLAN 26th Nov.
OUSSANT 27th Aug.	CORSE 11th Jan.
MALTE 12th Oct.	

No passengers. * Intermediate class and rates of passage.
New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES

Hongkong, 26th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	AMOV	Second half June	JAVA	second half June
TJIBODAS	JAVA	Second half June	SHANGHAI	Second half June
TJIMAH	JAVA	Second half June	JAPA	Second half June
TJILIWONG	JAVA	First half July	SHANGHAI	First half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YOKO BUILDINGS, 1st floor,

Hongkong, 18th June, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Notice of Firm

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN TOMES & CO.

Agents.

Hongkong, 31st July, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. OJAUN

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

15, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1904.

A FOREWORD.

CANADIAN WRITER'S OPINION OF THE ORIENTAL.

Residents in China, and especially in Hongkong, will read with great interest, and shall we say amusement, an article which appeared in a recent issue of a Canadian contemporary on that well-fought-out subject, "China's Relations with Foreigners." The "learned" writer in the Vancouver World, from which paper we copy the article, starts out thus:—"The best way to stem the already moving tide of Asia is to understand it. Like the waters of a mighty river long suppressed by a vast system of dams, now all but swept away while the stream flows out over the broad lands of the earth to the dismay of its inhabitants, is the coming of the Yellowmen. The rich acres of the brown and the black men have been explored, conquered, settled and opened to the commerce of the white men. But alone of all lands the Mongolians have steadily refused him a foothold. This fact is a silent witness to the tremendous strength of Asia. The militant powers of Europe seeking everywhere new lands for colonies to be developed as markets for their industrial products and homelands for their overcrowded populations, have not attempted the countries of the Yellow men: The missionaries, those brave, yet unconscious, forerunners of the flag, have met with little success among the Mongols, in truth their story is one long history of bochery, barbarism and persecutions. At one time the Jesuits gained power in Japan and Nagasaki became a strong-hold of Jesus. But in the end the same terrible tale had to be told; they were exterminated as ruthlessly, as easily, and as swiftly, as a church beneath the rush of an Alpine avalanche. And these things happened when the Yellow men were asleep. Now they are awake and moving with such desperate and rapid strides to imperialism and world-power as could not have been imagined even twenty years ago. Six hundred millions of Mongols awake, drilling, educating, building armies, guns, industries and government under the eyes of the white men; and all with a scorn and open hatred of everything European. Even if you grant the possibility of war among themselves at an early date, you do not alter in any way the fundamental problem of the future. If Japan thrashes China again she does but consolidate her power in the Orient and bring China to her feet ready to obey her vast imperial designs. If China should defeat Japan, then you have but changed the little enemy we know something of for one of immense size, possibly twelve times the population, and of whom we know nothing. Still remains the problem of the future. Industrially Japan is sweeping everything before her in Asia, yet she is in nowise so thoroughly organized for commercial aggression as she is prepared for naval and military conquest. And now for the bump:—"Allow China to achieve a like organization and the white races of the earth cannot be estimated. The hatred of the Mongol for the white man is fanatical and indelible. It will prove a greater force in the moulding of the destinies of this old earth than have ever been the sacrifices and devotions of the Christians; for whereas such was the lofty and noble attitude of a few, the hate of the Mongol is as pronounced and bitter in the coolie as it is in the Mandarin or Samurai. I have endeavored to show the foundation of this hate, and likewise the weakness of the Anglo-Saxon before it, in my novel of fact and fiction, "The Coming of the Yellow Men." The great onrush is yet far off, but in the meantime you have to stem the first insidious creepings of the tide that is slowly breaking down your barriers of race and creed: the peaceful invasion to be followed by the fierce arbitrament of war in the near future, just as the lappings of the tide wear away the dyke walls which fall before the unexpected poundings of the storm. It is inevitable that these Pacific shores will be the first to receive the shock. Even now the slant eyes of six hundred millions of Yellow men are peering across the wide waters to where they believe lies their Eldorado, a land of milk and honey where the white man may become a slave to the yellow." Comment is unnecessary.

WILD SCENES AT A SUFFRAGE MEETING.

MUFFIN BELLS, COMIC SONGS, AND

"REMEMBER DUNDEE!"

Scenes of continued disorder, verging at one time on a riot, took place last night at a suffragist meeting in the Stratford Town Hall, says the London Morning Leader of 21st ult. Bells, whistles, and motor horns were used to drown the speaker's voices. An attempt to put out one of the interrupters led to a free fight, and had to be abandoned. Chemical fumes were also used to disconcert the speakers.

The uproar in the meeting (which was organized by the local branch of the Women's Social and Political Union) could be heard in the street outside, where a crowd collected. Inside (writes our reporter) the hall was stuffed with boys and very young men, armed with muffle bells, motor horns, and penny trumpets. The noise was literally indescribable. On the platform were the well-known figures of Mrs. Pethick Lawrence, Mrs. Baldock, Miss Gawthorpe, Miss Sleight, Miss Connelly and other suffragists, smiling, unperturbed, and elegant, addressing the ill-mannered and dumb show.

"REMEMBER DUNDEE!"

The meeting started at eight o'clock. As soon as the ladies appeared on the platform there was a cry, "Remember Dundee!" Then a muffle-bell rang high and clear. There was momentary but visible distress amongst the ladies, but resolutely the speakers took each their fifteen minutes. Their voices foundered at once in bells, horns, and tin choruses going at one time.

Unperturbed still, the ladies went on—till the hall became horrible with a chemical stink.

For two hours the din maintained crescendo without the faintest hint of abatement.

REUSING TO GO.

Miss Connelly spoke for a quarter of an hour amid a shocking din, the signal for which was an attempt to eject the map with the motor horn. Songs of all sorts were sung—"For me among the girls," "Poor Cock Robin," "Rule Britannia," and "Tell me the old, old story."

Mr. Baldock, husband of the lady who was in the chair, tried in vain to still the noise. Mrs. Pethick Lawrence, the principal speaker, spoke for ten minutes, being met by "boos" and calls of "Oh, you giddy young thing!" "Have a drop of gin, old dear?" Then a verse of "Shut up your public-house" was sung, and at last, in despair, Mrs. Lawrence set down.

SCREAMING LADIES.

Soon after Miss Lightman rose a fight caused much alarm, and many ladies left the hall screaming, but the effort that had been made to eject an offender had to be abandoned.

After this no sort of order whatever was maintained, and among the most noisy were half a dozen or so of women.

Other speakers tried to get a hearing, but "Sing me to sleep," and "Stop your ticking Jack" were sung, and a succession of choruses. "Sit down, sit down," followed.

A resolution in favour of votes for women was put, and all the disturbers voted for it. Cries were raised for an amendment, and then lustily "God Save the King" was sung, the audience themselves thus closing the meeting.

NOT RESPONSIBLE.

"We'll remember Dundee," blithely said a suffragist to a Morning Leader representative afterwards. "Miss Moloney's bell has nothing to do with this society, and I feel sure this interruption has been organised." The boys, of course, ring bells and shout because it seems funny to them. But there are a few prominent middle-aged men in the front, and men of that age don't ring bells gratuitously for two hours, unless they are mad. But we have the satisfaction of knowing everybody had to pay to come in, and we've sold more literature than usual."

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. MAN MING KOK, carrying on business at Victoria, in the Colony of Hongkong and elsewhere as Druggists, have, on the 5th day of May, 1908, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The representation of three Chinese children sitting on the ground, the one in the middle is depicted holding a Chinese tea cup. On one side is the representation of a man (supposed to be a doctor) standing with his hand in his pocket looking at the children. Above which are written three Chinese characters 文明國 (read ng Man Ming Kok) in the name of MAN MING KOK, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the month of November, 1906, in respect of the following goods:—

LIQUID MEDICINE and MEDICINAL

POWDER and PILLS IN CLASS 3.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Under-Secretary.

Dated 22nd day of May, 1908.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & CO., General Managers.

Hongkong, 19th March, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$8.85 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 28th April, 1908.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUIAR STREET, HONGKONG.

(Hongkong, 2nd September, 1907.)

Wm. Powell, Ltd., ALEXANDRA BUILDINGS.

Everything
for
Ladies'
and
Children's
Wear.

Specialists
in
Tropical
Clothing.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road

Ideas
for
Summer
Wear.

Coollest
Showrooms
in the
East.

Wm. Powell,
LTD.,
General Drapers,
Furnishers,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.
Hongkong, 22nd June, 1908.

To Let.

TO LET.

HATHERLEIGH, CONDUIX ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES in TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [66]

TO LET.

GODOWN No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [490]

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [195]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 22nd May, 1908. [257]

TO LET.

GOOD OFFICES at 7, PRADDER STREET.
Apply to—
JARDINE, MATHESON & CO., LD.
Hongkong, 28th May, 1908. [548]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)
Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [388]

TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.
ONE ROOM in PRINCE'S BUILDING, TOP FLOOR.
Apply to—
S. J. DAVID & CO.,
Prince's Building.
Hongkong, 1st June, 1908. [519]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [57]

COWBOY BARONET IN LONDON AGAIN.

THE THRILLING STORY OF HIS ADVENTURES.

That decorative myth of newspaperdom, the Cowboy Baronet, Sir Genille Cave-Browne-Cave, about whom columns of intimate and romantic stories have appeared, though the baronet himself was never much nearer a pressman or a sheriff than the man in the moon usually is, is now actually in London, in the flesh.

He has had a wonderfully full career, amongst tigers in Burma, wild men in Arizona, opium, smugglers and dacoits on the China frontier, as a collector of big game trophies for a firm of New York naturalists, and as a footballer on Australian clippers. But the most amazing thing in his existence is that he should walk down Fleet-st. one day (yesterday it was, to be precise), and all but unrecognised as the hero of a hundred columns.

Fortunately, not altogether unknown, however. Here is his own story at last, given to a *Morning Leader* representative, and it excels even the spangled and chromatic yarns which have appeared round his name, from time to time.

QUITE THE RIGHT FIGURE.

Sir Genille, only surviving son of the late Sir Mylles Cave-Browne-Cave, of Stritton Hall, Ashby-de-la-Zouch, scion of an ancient race, arrived in London on Monday night. Thirty-nine years of age, big, braced, and handsome, he looked quite the right romantic figure for his own story. His blue eyes were set in a face that might have been carved in mahogany.

He is still as bright and jolly as a May morning, and thinks as much of his steering records, made against America's best men at Tombstone, Arizona, El Paso, Texas, Kansas, and Oklahoma, as of being the patron of the living of Stritton-on-le-Field, Derbyshire, and of his genuine Norman extraction. Any section of his series of remarkable adventures (which he speaks of quite casually) would make a gorgeous book, and he half promises they shall.

"I was educated at Repton," he explained yesterday, "but being sea-struck, I went on the Worcester training ship. The idea my people had was that a voyage on a 'wind-jammer' to the Antipodes would knock the nonsense out of me.

VOYAGES IN CLIPPERS.

"I made several voyages in the old clipper Pakwan, and in the Oaklands another one-time famous tea clipper. Then, for the time being, I had had enough of sailing, so I enlisted in the 13th Hussars. They thought so much of my riding that I was sent to the Canterbury Riding School to be an instructor. Volunteering for foreign service, in 1887, I went to India, getting an exchange into the 21st Hussars. I went through one hill campaign and then bought my discharge."

From a cavalry man he became a goldminer in Mysore, Central India, with two or three more kindred spirits. Careless whether he drew prizes or blanks—he drew prizes; then, getting tired, not of making money, but of making it in a way to which he had grown accustomed, he left easy money-making, and came back to the old country.

Ever restless, the East called him, and he went, to the fever-stricken hills of Upper Burma. There he was in a frontier force whose business it was to chase dacoits, and prevent opium smuggling.

A GOOD OPIUM STORY.

He tells a good story of that life. "There was an Englishman I met out there whose business it was to import tea from China into Burma. He used to load up on pack animals, and our fellows, acting as preventive officers, used usually to examine only the loads of the first animals in the caravan."

"But he made an awful mess of it one journey. It seems he had been ill-treating his coolies. As usual, he ordered up the first animal in the string for its load to be examined. We examined it. 'It was opium. We found half a ton of opium in that caravan, and opium is worth its weight in silver there. To spite him, his men had put the tail animals at the head of the caravan, when he wasn't watching. He went under arrest to Rangoon.'"

Tiring of that form of excitement, Sir Genille turned tiger hunter—not for sport, but for money. There was a Government reward per head for tigers and leopards killed, and in addition the skins had a good value in the markets of Europe and the United States. Altogether he accounted for 29 tigers, and he didn't kill them from the backs of elephants.

BASKETS OF SNAKES IN THE CITY.

As Sir Genille was telling his tiger stories to a select little group yesterday one representative, who knew something, slyly asked the baronet an enigmatic question as to whether it was in those days he met the lady lion tamer.

Sir Genille laughed. "No, my boy," he said. "She wasn't a lion tamer. She was a snake charmer, a very pretty girl, and a Burmese half-caste. She was coming to England, you know, and I gave her a letter of introduction to a friend of mine in the City. She went there, too, with six baskets—all full of snakes, sir. Laugh! I never laughed so much in my life."

After his Burmese experiences the roving baronet went to America, where he became famous as a cow-puncher. Nobody knew he was heir to a baronetcy. Nobody would have cared if he had told them. He was popular because he could beat them at their own game, and was strictly "white."

He has some wild and wobbly stories of the little Western town with the suggestive name of Tombstone of 12 years ago. The saloon barman of that little place with the monstrous death-rate was "laid out" at the rate of about three a week. "You had to be able to shoot from the hip."

MUTTONISING THE FLOCKS.

It seems there was a steady feud in Arizona between the sheep men and the cattle men. The cattle were there first. When sheep farming started it was found that the cattle would sooner starve than graze where the sheep had been. So the cowboys would ride out periodically with the instructions of the "boss" to kill all sheep, and the shepherds too, if the latter objected to the muttonising of their flocks.

"All his Western intimates know Sir Genille only as 'Kitty.' It was his own fault, as thus. The foreman had a daughter. As she was the only girl for leagues around, she got used to constant proposals from her father's men."

Sir Genille proposed, of course, "and she turned me down," as she did the others. She was a good girl, straight and splendid, and when some young ass of a new-comer on the ranch varied the usual proposal with an invitation to elope the Foreman's Daughter rode down laughing to the men's bunkhouse, "and told us all about it."

"I was clean-shaven, and it was proposed the young fool should elope with me." They eloped. And Sir Genille edged the love-lorn towards a barbed wire fence, where "the boys" were lying in wait. The boys started shooting, "to see how near they could go." Sir Genille bolted, and the would-be eloper was tried by a summary court of cowpunchers and got a hot time. Hence "Kitty."

Now here is the prodigal home at last to claim his estates. His father died some time ago, but Sir Genille could not be found. He knew he was being looked for; but as it is not wise to ask a sheriff in Arizona what he wants with you, "The more the sheriffs looked the further back I went."

It ought to be added that Sir Genille did not come over as a luxury-loving passenger. He came over as a hand on a cattle boat.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
the 24th June, 1908, at 10 A.M., at H. M. NAVAL ESTABLISHMENTS,
SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,
Comprising—

14 and Surplus Naval Stores:—CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CAMPBETS, &c.

Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS' TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTROPLATED ARTICLES, &c.

Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 5th June, 1908. [573]

Intimations.

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORC, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.
Hongkong, 8th May, 1908. [135]

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES—ALWAYS IN STOCK
AT
REASONABLE PRICES.
H. WHITE, 17, MOULDER ST.

Intimation.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on consumption. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

Consignees.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 19th June, 1908. [605]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LIMITED**, Agents.

Hongkong, 22nd June, 1908. [612]

"S.S. CALEDONIAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Malapan*, and *Dordogne*, and from Bordeaux ex s.s. *Ville de Clichy*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 29th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th June, or they will not be recognised. All damaged packages will be examined on MONDAY, the 29th June, at 3 P.M.

No Fire Insurance has been effected.

F. MALIN,
Acting Agent,
Hongkong, 22nd June, 1908. [611]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd of June, at 9.30 A.M.

All Claims must reach us before the 27th of June, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.
Hongkong, 16th June, 1908. [78]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SOCOTRA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 23rd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 16th June, 1908. [79]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th June, 1908. [19-20]

FROM EUROPE.

THE H. A. L. Steamship

"ISTRIA."

Captain Lüning, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 18th June, 1908. [602]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

Ratiminations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL

AND

BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND GERMICIDE.

PRICES PER PINT50 Cents

" " GALLON.....\$2.00

A. S. WATSON & CO.,
LIMITED,

HONGKONG DISPENSARY.

Hongkong, 27th May, 1908.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 23, 1908.

CASTING OUR BREAD ON THE
WATERS.

It is impossible to disguise the fact that the disaster which has overtaken the neighbouring provinces of Kwangtung and Kwangsi is fraught with the most serious consequences to the prosperity of South China. Last year the villagers, owing to the numerous bands of disaffected reactionaries who roamed the country, found their efforts to cultivate the land rendered nugatory, while droughts and floods conspired to complete the sum of their unhappiness. Day after day we reported the enormous quantities of rice which through the benevolence of the gentry of Canton were distributed at cost price to the starving population, and even yet the Cheap Rice Distribution Bureau is at work alleviating in a measure the existing distress among the peasantry in the outlands. Every hope was entertained that the lean years of the past would be succeeded by at least one fat season, but to a large extent that hope was destroyed by the continued drought which blighted the paddy-fields in the early months of this year. It was estimated that instead of an excess being garnered the crop would not yield more than 30 per cent. of an average output. Even that was better than nothing, for to that extent the purchasing power of the people would be increased and the burden on the gentry and merchants of the Southern provinces lightened. But fate in the shape of a remarkable freshet has finally wiped out of existence the last hope of the people. It is no desire on our part to use the language of exaggeration, but we would suggest that readers might, for a moment transfer their thoughts from the Fu and West Rivers to the Thames, and fancy that for two hundred miles the entire valley of that placid stream was submerged to the depth of, say, twenty feet, and that vessels were traversing the old route without seeing the erstwhile-smiling fields for days; that in fact the landscape was composed of water; and then consider how that circumstance would affect the reading public. But because China is a country of untold millions, losses which in Europe would become historic are passed by as if of common-place interest, if of interest at all. There can be no doubt, however, that this calamity will deal a serious blow to the Southern provinces. If the people had anything to fall back upon the same would meet a different aspect, but

impoverished and exploited as they have been for years they have as much prospect of discovering a way out of the difficulty as a church rat. The last of their possessions has been wrenched from them as if by ironic devilry and they are no better than beggars in the land—beggars by compulsion. Were that the most grievous evil of the situation, the smug and unctuous Pharisee might fold his hand and pray for more regenerate days, but what will happen if these people are left to their own devices? There is a quaint Americanism which says that the world owes you "chow," on the syllogistic principle that you had no say in the matter of arriving here, and no man, be he black, white or yellow, should be defrauded of what he conceives to be his right. The Cantonese are by no means lacking in imagination, enterprise or audacity, and if these people are allowed to remain without outside assistance it is inevitable that they will revert to the primal trade of piracy and robbery. What that means to Hongkong, embarrassed as it is, it is unnecessary to suggest. That the gentry and charitable institutions and guilds of Canton will do their utmost to relieve the unfortunates we have not the slightest doubt, but considering the many calls which have of recent years been made on their purses it is highly improbable that they can do more than afford help to the most necessitous cases. It, therefore, becomes the duty of those whose connections are all associated with Canton and the West River to bestir themselves and exhibit that sympathy which has never been lacking on the part of the Chinese at home and abroad when this Colony has been involved in distress. It would not be beneath the dignity of His Excellency the Governor, rather it would popularise his régime in Hongkong, were he to head the movement in this Colony for the relief of the suffering Chinese, who are kinsmen of those who obey his rule and to whom in great part the present standing and importance of Hongkong are due. We are fully cognisant of the fact that Hongkong is in no great financial condition to render lavish aid to those outside our borders, but here surely is a case, if ever there was one, where the helping hand might properly be tendered, even if it only be on the principle of casting our bread on the waters. The example of 1902, when a Commission was appointed to deal with the question of relief on a similar occasion, might fittingly be repeated.

LOCAL AND GENERAL.

THE Emperor of Japan has been pleased to confer the Fourth Class of the Order of the Rising Sun upon Mr. Joseph Morris.

THE sale of Lord Kitchener's China porcelain excited considerable interest, but the objects were not remarkable specimens, and the prices did not rule high.

AT the "Special Pool" competition held under the auspices of the Hongkong Volunteer Reserve Association—Mr. W. L. Leask won the pool with a total of 91.

YOUNG CHUK, with three previous convictions, and of no occupation, was sentenced to do six weeks' hard labour for stealing two pairs of trousers and an umbrella from No. 63, Wing Lok Street.

REAR-ADMIRAL C. E. Kingsmill, who has just been promoted to that rank, is well known on the China Station, where he served some years ago. He has just received an appointment as flag officer commanding the naval forces of the Dominion of Canada.

THE Old Curiosity Shop, Lincoln's Inn, was submitted for sale at the Mart on 15th ult. For many years the old shop has enjoyed the reputation of being the place on which Dickens based his famous novel. The property was withdrawn at £5,950.

UN PU, of no occupation, was charged with stealing a pair of leather shoes, the property of Wu Wan, a watchman, at No. 1, Cheung Hing Lane. It appeared that he went into the house by lifting up the trap door, but was seen before he could leave with the shoes. He was sentenced to fourteen days' hard labour.

RETURN of visitors to the City Hall Library and Museum for the week ending the 21st June, 1908:—

	Library.	Museum.
Non-Chinese.....	371	145
Chinese.....	217	1,574
Total.....	588	1,719

THE Delegates from Hawaii to the Republican Convention condemn Mr. Taft's activity on behalf of the Philippines as having been exerted at the expense of Hawaii. Mr. Hitchcock has been urged to succeed as chairman of the new Republican National Committee. The appropriations for the use of the Philippines for next year amount to 16,883,445 pesos.

CHU FUNG CHI, a foreign goods shop-keeper, was charged before Mr. Kemp this morning with (1) feloniously and with intent to defraud did alter a bill of exchange from 89 yen to 2,775 yen; and (2) did attempt to dispose of same. Mr. Deacon appeared for the prosecution and Mr. Otto Kong Sing defended. The defendant pleaded not guilty. The facts as far as could be gathered were that defendant tried to negotiate the bill with a third party who took the precaution of first making inquiry at the Yokohama Specie Bank, which the bill was drawn on. The case was adjourned to 1st July.

West River Floods.

RELIEF EXPEDITIONS.

ASSISTANCE FROM CANTON.

[From Our Own Correspondent.]

Canton, 22nd June.—Harrowing reports begin to arrive of the sad catastrophe which has overtaken the river districts within the delta of which Canton is the principal city. The stories are necessarily disconnected and incoherent at the moment, but as received at the headquarters of the charitable institutions of Canton they all point to the urgency of the needs of the people who are exposed to direful distress after being rendered homeless and without the wherewithal to provide themselves with so much as a single day's meal. In answer to the appeals by the envoys from the stricken districts, the charitable organisations of this city are rising to the importance of the occasion and the sacred charge of their humanitarian and self-imposed duties.

On Saturday last, the 20th instant, a number of volunteers attached to the Cheap Rice Distribution Bureau boarded the Government launch *Shin Yu* towing a cargo-boat with a quantity of rice and gunny bags to proceed up the North River. But when they got as far as Shek Moon, the water ran down the river in such great force that they found the launch could not proceed any farther with safety. The party was obliged to leave the cargo-boat with the rice in the vicinity of Shek Moon and return to Canton.

Upon the return of the first expedition a second was promptly organised. Another launch of greater capacity than the first, which failed to negotiate the violent currents, was requisitioned, and the *Wan Loy* was despatched to Shek Moon without loss of time. All the gunny bags they had were distributed to the villagers on the way who were busily engaged in stopping the water from overflowing the embankments which had given way in many different parts. Another large quantity of rice and gunny bags was purchased by the Bureau and promptly sent to supply the villagers. Hundreds of men were engaged all day filling the bags with earth and sand with which they constructed a sort of breastwork to withstand the onrush of the rising water. It was a pitiful sight to see the gang of villagers working with might and main to resist the flow of the devastating river.

On their way the relief party found that the roofs of the houses near Shek Moon were just a few feet above water on the 20th instant. Many flood sufferers were left without food; they did not have any provision even for a single day. The relief commissioners distributed the rice among the unfortunates.

Most of the districts along the West River are submerged and many lives have been lost. In the Ching Yuen district the houses close to the river banks were almost entirely inundated. The survivors from the flood sought shelter on the high embankments and there they resigned themselves to an impending fate hoping and awaiting for assistance. At length assistance did arrive; but for many it was too late and they perished in the flood.

Of all the districts along the West River Samshui suffered the most; as the water rose with such rapidity that the people had scarcely time to escape, and over a hundred lives were lost. Later returns may account for a higher death roll.

A BENEVOLENT VICER-Y.

By order of the Viceroy the Kwongchow prefect personally left here yesterday afternoon by a gunboat taking with him one hundred and twenty bags of rice to be distributed among the sufferers.

RAFT ADRIFT.

Yesterday morning a large raft of soft wood poles was lying in the vicinity of Wongsha; owing to the squall of the tide the ropes snapped and the poles were sent adrift causing danger to navigation by the native crafts for a time in the harbour. The timber was ultimately recovered.

The natives state that, for twenty years past, they have not experienced such a disastrous inundation in the surrounding districts of Canton. They think that, if the embankments of Shek Kok Wai had collapsed much more serious damage would have resulted and even the city of Canton itself might have been two or three feet under water.

RELIEF FUNDS.

The Canton Charitable Institutions are about to make arrangements to start a subscription list for relief funds to assist the unfortunate inhabitants of the districts which have suffered by the terrible visitation.

HONGKONG HOTEL.

THE NEW BUILDINGS.

Messrs. Palmer and Turner have made an application to the Sanitary Board in regard to open space in the new buildings of the south end of the hotel. It reads:—

Hongkong, 15th June, 1908.—Dear Sir,—With reference to previous correspondence regarding modification of open spaces to be provided in the new buildings of the south end of Hongkong Hotel, we beg to apply for the open space on the ground floor to be reduced by 300 feet, owing to the desirability of covering over the alley way at the back of the engine house.

It is desired to cover over this space for fire insurance purposes, and in order to prevent the heat from the engine house and any fumes from the gas plant rising up the alley way, and so into the rooms above.

Some system of mechanical ventilation will be necessary in the engine house, the covering over, therefore, of the space will be no detriment to the engine house, and it will be a decided advantage to the upper portion of the Hotel.

We regret having to trouble the Board with the matter, after the modifications have been considered, but we were unable to deal with it then, owing to it having arisen subsequently in connection with the installation of the engineering plant. Yours faithfully,

PALMER AND TURNER.

The Shatin Murder.

CONVICTION QUASHED.

PRISONERS DISCHARGED.

In the Supreme Court, this morning, the Full Court presiding, judgment was delivered in connection with the sensational Shatin murder trial which occupied the attention of a jury for several days last month. In this case the reader will remember a unanimous verdict of guilty was brought in by the jury against the three prisoners, who were accused of slaying three persons—two men and a boy—on the Kun Yam mountain, in the New Territory, on the 22nd December, 1906; and it will also be remembered that just as the death sentence was about to be passed Counsel for the prisoners asked for the arrest of judgment on the ground that he had a legal point to raise. The argument (Mr. Slade for the defence, the Attorney-General for the Crown) lasted two days.

The Chief Justice to the course of his judgment said:—It was very strenuously argued by the Attorney-General that the fact of finding the watch might be put in evidence—even though the knowledge as to where the watch was obtained by confession was not admissible in evidence. I take the law as it is stated in Sir Fitz James Stephens' "General View," which is in agreement with all the other books. "On point with relation to confessions is well established. If in consequence of a confession, improperly obtained collateral information be procured the information may be used though the confession may not. For instance, if the prisoner points out the place where property is hidden and if it is found there the fact of the prisoner giving directions may be given in evidence, though the particulars of his statement may not. There seem to be some modern cases which do not quite bear out this last sentiment, but this is not material to this case. But the prisoner did not point out the place where the watch was hidden; and this at once excludes the application of all the cases which were referred to, for they have no relevancy to the present case. I take this to be clear, that the finding of the watch, had it been found without anything being done by the prisoner, would have been evidence. I should then have warned the jury, having in view the other evidence, of the great danger of convicting the prisoner of murder in the circumstances because it was of itself too slender to substantiate the other facts of the case, much of which was worthless; and, specially because the identification of the watch as being that of the deceased was of the most unsatisfactory nature. I allude particularly to the five minutes play-acting in which the widow of the deceased indulged before she would identify it. And I should have warned the jury will more emphatically that if they allowed this evidence to substantiate the other facts of the case, it would involve the setting up of the story of the informer, which, I have no doubt as I told the jury, was in all incidents of his relations with the prisoners, a tissue of falsehoods, and if this were set up, it might lead them to find all three prisoners guilty. In these circumstances if the jury had found all three prisoners guilty there could have been no such motion as has now been made, and the prisoners would have had nothing but the prerogative of mercy to fall back on. But the evidence which was put before them embled the jury to accept the prisoners' possession of the watch as an admitted fact; and on that without doubt their verdict hung. This evidence was wrongfully admitted, and we have not to inquire what they might have done in other circumstances, but simply to deal with the facts as they are. I think, therefore, that the conviction should be quashed.

I have only to add one word in consequence of what was said by the judges in Rex v. Bawdry. Have I "sacrificed justice and common sense, not at the shrine of mercy but at the shrine of guilt?" I say in this case, emphatically, no. I have already glanced at the unsatisfactory nature of the evidence. I will deal with it now more generally; there are only two facts certain in the case: the three men were murdered and that the informer was among those who committed the crime; but as to the facts related by the informer, and by principal witnesses for the Crown, especially by the widow of one of the deceased, there was not one flimsy particle of truth in it; the real facts of the case were carefully kept back by those who only knew them, and the most ridiculous cock and bull story put in their place. What the true facts of this most dastardly murder were we are not likely ever to know; nor whether the real murderers were not four but twenty-four. I will go further and say that I have grave doubts whether *fung-shui* had anything to do with the case. The jury have found the prisoners guilty, probably from some weakness which they detected in the prisoners' defence, but certainly not on the direct evidence offered by the Crown.

The Police Judge, in his judgment, examined the disputed evidence, and in conclusion said:—I will now sum up the conclusions I have arrived at on this evidence. I find firstly that the prisoners' statement—(1) the box belongs to me—was inadmissible. I find secondly, that the evidence that the prisoner opened the box was quite unobjectionable; the act of opening being under the circumstances neither confession—but a perfectly colourless fact—part of the *rat-giltte*. Thirdly, the evidence of the finding of the watch was rightly admitted. I know of no legal principle on which it could have been excluded.

Now the finding of the watch was an integral part of the case for the Crown, and the Court being unwilling to exclude it altogether, but being doubtful if it could be properly admitted, thought it right, as I imagine, that the transaction should go to the jury as a whole, subject to the reservation of the point of law. Under these circumstances the law is in my opinion perfectly clear. There can be no doubt that the conviction is bad if any evidence which is inadmissible and which might have influenced the verdict has been allowed to go to the jury to the prejudice of the prisoner. Even if it

without it there was legal evidence amply sufficient to support a conviction. This is so, though the objectionable evidence was not elicited by the prosecutor at all, but spontaneously volunteered by a witness, and though prisoners' Counsel raised no objection to its being received. The ground of the principle shortly stated are that a Court of Criminal Appeal has no means of determining how far the jury in arriving at their decision have been influenced by the inadmissible evidence. I have no doubt, therefore, that the verdict cannot stand. Finally, there is no question that the finding of the watch, alleged to be the property of one of the persons whose death formed the subject of this indictment, in the possession of the first prisoner might have been accepted by the jury as confirmation of the evidence of the informer against all the accused; and this being so, the conviction must be quashed and all three prisoners must be discharged.

The Attorney-General made an application (or leave to appeal to the Privy Council, Mr. Slade argued that the Court must either affirm or quash the conviction; they had no power to detain the prisoners.

The Chief Justice said they had considered that point and did not see their way to suspend the effect of their judgment in order to enable the Crown to appeal.

Prisoners were thereupon discharged, and the Court adjourned.

KULANGSU OPIUM SHOPS.

IMPORTANT RESOLUTIONS ADOPTED.

A special meeting of ratepayers was held at the Municipal Board Room, on the 10th June, 1908. Present:—Messrs. Arnold, Barton, Bo ra, Braun, Fenwick, Gottwald, Gois, Howard, Kohler, Kruse, Lorreizen, Revd. Macgowan, Dr. Metz, Nilsen, O'Brien-Butler, Okuyama, Revd. Pitcher, Sauger, Miss Usher, Revd. Wales, Wallace, Wilson, and Wylly. The Revd. Joneland, Revd. Sadler and others. Dr. C. Metz, Consul for Germany and Senior Consul, was in the chair.

The Secretary read the notice convening the meeting.

Mr. Wallace, Chairman of the Council, submitted the following resolution:—"That all opium smoking shops and houses be closed within two months of the issue of a special proclamation on the subject, which proclamation will be issued immediately after its approval by the Consular Body."

The motion, seconded by the Revd. J. Macgowan, was put to the meeting and carried unanimously.

Mr. Wallace then moved, seconded by Mr. Bowra, a resolution as follows:—"That a certain limited number of shops be licensed for the sale of prepared opium, half these said shops to be closed by the 31st March, 1909, and the remaining half by the 31st March, 1910."

Mr. Macgowan: "How many shops is it proposed to license?"

Mr. Wallace: "Seventeen is the limit."

Mr. Macgowan, whilst thoroughly agreeing with the resolutions that the Council had so carefully drawn up, merely suggested that, in licensing shops for the sale of prepared opium, the number seventeen that had been mentioned was really larger than the needs of the case demanded, and he thought that five or six would be amply sufficient. As the actual resolution made no mention however of any particular number, he hoped that the discretionary powers that were vested in the Council would lead to there being as few licensed shops as possible, and so be very heartily voted for it.

Mr. Wallace was of opinion that six shops would sell as much as seventeen, and said that the matter had been most carefully considered by the Council, and it was only proposed to issue licenses to shops at present in existence, viz., seventeen.

Mr. Kruse thought that it did not matter much, whether the number stood at seventeen or less, as the shopkeepers would most probably reduce the number themselves, by combining together so as to avoid the payment of license fees.

Mr. Wilson said they ought to consider the opium smoking shopkeepers whom we were closing down at only a short notice of two months, and give the whole of the seventeen present shops the opportunity of taking out licenses for the sale of prepared opium. Besides the question of whether there were seventeen or six shops was of little consequence, as the whole of the licenses would be cancelled in less than two years.

Mr. Wales supported the Council's motion simply because he did not see that by altering the number of shops it was proposed to license for the sale of prepared opium, it would make any practical difference to the consumption of opium, and the Council's motion seemed to him to be likely to cause less irritation and also to avoid any possible accusation of harsh dealing. He was not half-hearted in his desire to see this thing done, but he would like to see it done effectively and with as little irritation as may be.

The resolution was then put to the meeting and carried unanimously.

With a hearty vote of thanks to the Chairman, Dr. Metz, proposed by Mr. Wallace, the business of the meeting was concluded.

THE HONGKONG WATER POLO SHIELD COMPETITION.

The teams which have entered for the above competition are as follows:—

Royal Hongkong Yacht Club, Corinthian Yacht Club, By Coy. R.G.A., 8rd Coy. R.G.A., 28th Coy. R.G.A., Victoria Recreation Club, Royal Engineers and H.M.S. *Tamar*.

The fixtures for the first round are:—

V.R.C. vs. 8th Coy. R.G.A., 28th Coy. R.G.A. vs. Corinthian Yacht Club, H.M.S. *Tamar* vs. 8rd Coy. R.G.A., R.H.K.Y.C. vs. Royal Engineers.

First round to take place on or before the 15th July.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI CAUSE CELEBRE.

CHINESE ACTOR IN TROUBLE.

CANTONESE GUILD ALLEGED TO HAVE BEEN PROSECUTORS.

[From Our Own Correspondent.]

Shanghai, 23rd June, 2.30 p.m.

The Chinese actor Li Chun-lai, who was tried before the Mixed Court of Shanghai on a charge of seducing a Chinese widow, has been sentenced to three years imprisonment.

[This case has been a *cause celebre* in Shanghai for weeks past. At the first hearing there was a violent altercation between the Chinese magistrate Pao and the American lawyer Mr. Jernigan, who represented the prisoner. The magistrate declared that the accused was a scoundrel and his guilt certain. Mr. Jernigan held that the magistrate had no right to prejudge the case, whereupon there was a scene of angry wrangling which resulted in the Court rising. On the 16th inst., the *Shanghai Mercury* stated that the matter had engaged the attention of the Consular body for the past few weeks and it was only on the afternoon of the 15th inst. that the settlement was come to as a result of a meeting held at the Chinese Foreign Office at which representatives of the Chinese and American Governments were present. This being so, the case was set down for hearing at the Mixed Court when the accused Li Chun-lai, who is a well-known actor, was brought up to answer the charge laid against him. It was well known that the Cantonese Guild had a great interest in the prosecution of this case, and a large attendance of the Cantonese community was expected to be present in Court. The police had made preparations for the case to be heard in an upper court room and only those persons having a direct interest in the case were allowed to be present during the proceedings. Magistrate Pao and Mr. Hamilton Butler (American Assessor) were on the bench. Mr. T. Morgan Phillips appeared on behalf of the prosecution and Mr. T. R. Jernigan and Mr. S. Fessenden for the defence.—Ed., H. K. T.]

KOWLOON HOTEL.

ACTIVITY OF NEW MANAGEMENT.

Under the new management, Kowloon Hotel has been rejuvenated and at the present rate at which improvements are being carried out it is bound to take a leading place among the first-class hotels in the Colony. There is not the slightest doubt that new blood has transformed the place into an up-to-date rendezvous, especially on those special evenings when the gardens are aglow with fairy lights and all the hidden nooks are occupied. Since Mr. O. E. Owen took over the Hotel it has been thoroughly renovated and repainted, a private bar installed, and a public bar built, or in the course of construction at the rear of the old bar. The Kowloon Hotel has always had a name for its megal and many a resident can speak with feeling on the subject of Thanksgiving Day and other festive occasions when the late host dispensed the honours. Under the new régime the same system of popularising the Hotel will be followed on a more elaborate scale. A new chef is on his way North to take charge of the culinary department and his hopes are held out regarding his capacity. The gardens are, as always, a favourite lounging ground and in these, hot evenings after the sun has turned in to rest should prove an excellent respite for the jaded worker, when the balmy winds are at play. They are arranged for tea parties and for those who seek light refreshments—or otherwise. Ices are to be the speciality for those content to indulge in mild pleasures and electric lights will illuminate the scene, not too farishly but sufficient to meet all requirements. The dining hall has been enlarged and admirably arranged for large or small parties. Musical dinners are the rule on Saturdays. In every way the Kowloon Hotel promises to flourish with new vitality and its success is assured.

CANTON DAY BY DAY.

THE JAPANESE BOYCOTT.

[From Our Own Correspondent.]

Canton, 20th June.—The marine produce-dealers at the port of Kowloon have not, until recently, held a meeting to discuss the advisability of joining the Japanese boycott movement. They have since, however, agreed that they would not purchase any more Japanese marine produce on and after the 9th instant, and that a fine of 100 taels will be imposed on any offender failing to observe the agreement; and on failure to pay the fine, when imposed, the offender will be dismissed from membership of their guild.

TANTAR GENERAL.

The Canton Junior Lieutenant Tantar General, Chang, took over the seat of office to-day. This official is to occupy the position left vacant by the transfer of Margala Li Kung Kit last year.

OPIUM HABITUÉS.

Those officials of Canton who are addicted to the habit of opium smoking are required to obtain admission, between the 15th inst. and 1st July, into the Opium Bazaar, which has been opened by order of the Viceroy.

Telegrams.

CONSTITUTIONAL GOVERNMENT.

PRINCE CHING'S VIEW.

[By courtesy of the "Sheung Po."] Peking, 21st June.

At the meeting of the Grand Councillors held the other day, Prince Ching and Duke Tsai expressed themselves as in favour of the granting of Constitutional Government within a period of six years.

NATIONAL BONDS.

ISSUE DEFERRED.

[By courtesy of the "Sheung Po."] Peking, 21st June.

Prince Ching and H.E. Chang Chih-tung are in favour of deferring the issue of National Bonds.

ARMS SEIZURE.

ATTEMPTED SMUGGLING.

[By courtesy of the "Sheung Po."] Peking, 22nd June.

H.E. Chang Jen-chun, Viceroy of Canton, reports that the Imperial Maritime Customs at Canton, has seized one hundred rifles which were covered by a false permit.

The Waiwupu has replied by telegram that the rifles should be confiscated in accordance with the Customs' regulations.

YUNNAN.

ESCAPE OF THE REBEL LEADER.

[By courtesy of the "Sheung Po."] Peking, 22nd June.

The Viceroy and Governor of Yunnan and Kweichow Provinces, in a joint memorial, report that the leader of the rebels, who misrepresented himself as Sun Yat Sen, has escaped to Europe.

[Reuter's.]

International Steel Trust.

LONDON, 20th June.

Reports of the formation of an International Steel Trust are renewed. The capital is to be 150 millions sterling, and big works are to be contracted in Great Britain, giving work to many.

The Yunnan Frontier Troubles.

Paris reports that while expressing regret for the Yunnan Frontier incidents, and thanking France for her support in suppressing the rebellion, China has demanded an inquiry into the facts, and that France is inclined to agree.

The Suffragettes.

21st June.

There was a great demonstration of Suffragettes in London yesterday.

Thirty thousand women, of all ranks of society, marched in procession, escorted by police, to Hyde Park, where they passed resolutions demanding votes for women.

A Unionist Gain.

The Unionists have gained a seat at Pudsey where their candidate replaces Rt. Hon. G. Whiteley, Liberal.

THE bearer of chair No. 200 this morning summoned Miss Stella Brumfield, of No. 49, Hollywood Road, for alleged assault, and the latter issued a cross-summons against the chair coolie for disorderly behaviour. Mr. Sergeant, of the firm of Messrs. Wilkinson and Grist, appeared for Miss Brumfield. The coolie's story was that on the evening of the 17th inst., at about 10.30 p.m., the defendant and another lady took chairs near the King Edward Hotel. On reaching her house he asked her for payment, but she went into her house without paying him. He waited outside, but did not bang the door and ring. Shortly after, she returned carrying in her hand a glassful of water which she emptied over him and afterwards struck him on the wrist with the tumbler, cutting his arm. Inspector Smith spoke of having seen the wound on the arm; it was a clean cut. Miss Brumfield then gave evidence. She said that she and another lady took chairs in front of the King Edward, and a gentleman, who was with them, had paid the chair coolie in advance. She could not say which coolie received the money. On arriving at her house, the coolie created a disturbance, asking for payment. After she had entered, the complainant shook the door violently. She asked her "boy" for a tumbler of water and when the door was opened the coolie struck at her and the glass fell against the door and was broken. Then a large number of coolies collected and the waiter refused to admit them. Mr. Sergeant then asked for an adjournment until to-morrow at 11 a.m. to enable him to call a witness.

The "Powan" Disaster

MARINE COURT INQUIRY.

OFFICIAL STORY OF THE WRECK.

Much interest was manifested by the river section of the shipping community in the inquiry which was held in the Marine Court, this morning, touching the wreck of the steamer *Powan*, which took place near Cap-sui-mun, on the 8th inst., with loss of some lives. There was a number of shipping men and mercantile marine officers present throughout the proceedings.

The Harbour-master (Comdr. Basil Taylor, R.N.) presided. The Assessors were—Lieut. Henry Butterworth, R.N., H.M.S. *Tamar*; Captain James P. G. S. A. J. King, Captain Edson Stewart Crowe, R.N., *Albatross*; and Captain Thomas Alexander Mitchell, R.N., *Fook Sang*.

CAPTAIN BLACK'S STATEMENT.

Soon after the Court convened, Captain H. T. Black, of the stranded steamer, was called upon to make his statement. He stated that, on the 8th inst., he was on a voyage from Hongkong to Canton, having left the wharf at 9 p.m. Soon after he had got clear of the shipping the engines were put full speed ahead. Before that the ship was travelling at half speed. The weather was cloudy, but he could see over a mile distance. Fifteen minutes after getting clear of the shipping he left the bridge to consult the chart. He returned to the bridge as soon as possible. A little later it started to rain. This was when the vessel was off Chung Hue. On nearing Cap-sui-mun it was difficult to see land. He consulted the pilot, in whom he had every confidence, regarding the course and he was told that the Pass was being approached. No land could be seen, but some few minutes later he sighted black objects on his port bow. The moon showed, then through the rain. At first he thought they were fishing junks, but on closer inspection he discovered that they were wrong. Realising his position he ported his helm, expecting to clear the rocks. The pilot was very excited. The vessel had only turned two and a half points when there was a grinding noise. Witness thought he could have cleared the rocks, and sent the ship ahead, at the same time giving orders to sound the bell. The engines he stopped while the well was actually being sounded. The chief officer, who was sent to do that work, reported ten and a half feet of water in the fore hold, and the chief engineer notified him also that the vessel was making water rapidly. He then decided to beach the ship, and sent her full speed for the land on his starboard side. It was a difficult matter, he said, to manoeuvre the ship under such conditions as she would not cant under the helm alone. In order to get this he sent her full astern. When he passed the word to the chief engineer to get the boats ready. A little later the plates began to buckle fore and aft. He was told that it was not possible to hoist the boats out.

The Court—Did you have any boat drill? Witness—Yes, once a week. What I want to get at is whether the davits were in proper working order?—Yes. By this time there was a panic?—Yes. How many passengers had you aboard?—171. All Chinese?—Yes. Any European passengers?—No. All this time the ship was sinking?—Yes. Did she have a list?—Yes, a little to starboard.

Proceeding, the witness stated that he gave orders for the safety of the passengers, as the ship was settling down gradually. By this time the rain had ceased and the light was clearer. He signalled for help and the steam launch *Kam Shan*, and some fishing boats in the vicinity came to their assistance while two other river steamers sent off their boats to his assistance, rescuing many passengers. The Court—Were any of your boats out?—No. So none of your boats were out, except one gig which fell overboard?—Yes. By Lieut. Butterworth—What time elapsed after passing the Fairway Buoy to the time of grounding? Witness—23 minutes. What do you estimate your full speed?—Ten and a half knots. At the time you struck you could not see. Do you not think that you ought to have minimised your speed?—I saw land, looking round.

According to regulations at sea do you know that heavy rain is a reason to slow down?—Yes. How much did you allow for the ebb tide that was running?—Half a knot coming across. Are you in the habit of slowing down when you see land?—No. How many minutes did you see land before you struck?—About three minutes. By Captain Crowe—When you struck you starboarded and ported?—Yes. This concluded the Captain's evidence, and the second officer was called.

SECOND OFFICER'S NARRATIVE.

Mr. Evans, second officer of the *Powan*, said he was on the bridge at the time the ship left her wharf. That would be about nine o'clock. The Court—Was it raining at the time? Witness—Just a little. Otherwise what sort of weather was it. Pretty fair, night?—Pretty fair. After leaving Fairway Buoy what occurred?—The wind came up from the west. Was there much wind?—Yes. Rain ahead of the wind.

Could you see any land after passing Fairway Buoy? Could you see Chung Hue?—No. Why couldn't you see Chung Hue?—On account of the rain. After passing Chung Hue what happened?—We altered our course for two junks. Which side did the junks pass you?—Starboard. And you returned to your course, N.W. by W.?—Yes. Then you sighted Lantau on your port bow?—Yes. And was there anything on the starboard bow?—Nothing.

How far were you away when you sighted Lantau?—Close in.

Did you hear Captain Black sing out to the pilot and ask him if the land on his starboard bow was Mawan Island?—No.

You couldn't tell me what the pilot did say, or what the Captain said?—No.

After your helm was put hard a port how long was it after she struck?—Half a minute.

Was it a heavy shock, or just grinding over the rocks?—A grinding noise.

What happened then? What did you do?—I did all I could on the bridge.

Were the engines kept going?—Yes.

They were not stopped?—Not until the last minute to my knowledge.

And the helm still kept hard a port?—I can't say.

No, no. What I want to know is: Was the helm kept hard a port after the ship struck?—I left the bridge soon after she struck.

I went to take off the hatches to see if she was making water.

Was she making water?—Yes.

Hard?—Yes.

And what did you do then?—I returned to the bridge. When I got there I found two Chinamen.

Was it still raining?—Yes, heavily.

Could you see any land?—Only the foreshore. Could you see Mawan?—Not clearly.

What did you do after telling the master that the ship was making water?—I remained on the bridge.

Did you do anything to help the crew lower the boats?—I did.

Could you?—No.

Why couldn't you lower the boats?—There was no time.

No other reason?—No.

You and three or four Chinese went to the bridge when the Captain hailed you?—Yes.

By that time the ship's stern was down?—Yes.

STORY FROM THE ENGINE-ROOM.

The chief engineer—Mr. Rodriguez, of the *Powan*. He said that soon after the ship left the wharf he went to the engine-room, and remained there for about twenty minutes.

The Court—That was after the engines were put full speed?—Yes.

Witness—Yes.

Where did you go then—on deck?—To my room.

Was it raining then?—Yes.

You were on the starboard side?—Yes.

Was it raining hard?—Yes.

Could you see any land?—No. The night was too dark.

When you left the engine-room were the engines working?—Yes.

Going full speed or astern?—Full speed.

Did you keep a register of the engine-room?—Yes; but it was lost.

How long were the engines going full speed?—For about three-quarters of an hour.

Continuing, the witness stated that he was standing on deck when he felt the ship bump, and quickly he made for the engine-room. The engine-room was full of water when he arrived. He heard the telegraph ring, but could not make out the signal. The room became rapidly filled and witness was forced to leave, leaving the engines going.

The Court—Why did you leave the engine-room when the engines were still going?—I couldn't stop them.

How long were you in the engine-room after the ship struck?—About five or six minutes.

THE MATE AND THE BOATS.

Mr. A. H. Brown, mate of the *Powan*, stated that soon after the vessel cleared Fairway Buoy he went round collecting tickets.

The Court—Does not the pursuer do that?—Witness—Yes; with the officer on duty.

He had just finished collecting the tickets, witness went on, and was returning to the deck when he heard the ship strike. He went at once to sound the bell and found three feet of water there. He then went to try to get the boats out, but had not enough men to do so.

The Court—Then you went to the assistance of the passengers?—Witness—Yes.

When the ship went aground was there much disturbance among the passengers?—No, not very much.

Did you see any of the passengers in the water?—Yes.

Have you any idea how they got there?—Jumped into the water themselves.

Where were you when the stern sank?—On the hurricane deck.

When the ship sank was the launch still there?—No, the backed out.

Did you see anyone left?—No. I think they all left by the launch. I saw a woman who had been washed up to the skylight, and pulled her out.

What became of you when the ship sank?—I was on a raft.

Who picked you up?—A sampan.

Where did the sampan take you?—To the *San Cheung*.

By Lieut. Butterworth—Are you told off to any particular station in case the ship is in danger?—Yes.

By Captain Mitchell—The davits of the boats were all right. There was nothing the matter with them.

Court adjourned for this time.

PILOT'S NARRATIVE.

There were many more interested spectators in the court-room when the proceedings were resumed after this.

The next witness was a Malay—the No. 1 pilot of the *Powan*. He was on the bridge the whole time, he said. After leaving Fairway Buoy he set his course N.W. by W. 1/2 W.

The Court—What?

Captain Black—That is by the wheel-house compass.

The witness went on to say that from the wheel-house he could see nothing outside.

The same course was kept up to Mawan, except in two instances when they had to shift for fishing junks. Then he altered his course to N.W. by W. 1/2 W. That would be

there as the pilot's later. The pilot's

dark, but the rain only fell after they had passed a junk.

The Court—You are sure the rain did not fall before?

Witness—No.

Proceeding, the witness said that the night being so dark he could not see a thing.

The Court—Before we go on any further, did not the Captain ask you if you saw anything on your port bow?—Yes. He asked me if that was Mawan.

What did you say?—I said, "I think so, Captain."

Did you see it yourself?—No.

Then, why did you say you thought it was Mawan?—I thought it was.

Where did the Captain point when he asked you if that was Mawan?—Port side.

What made you think it was Mawan?—I said, "I think so. I did not see it proper."

Still, I cannot understand how you thought it was Mawan when it was on the wrong side?—I thought Mawan was there.

The chart was produced and witness pointed out the place where the *Powan* was at that time when he thought Mawan Island was on his "port side." He pointed out Caping Island, adding that he believed that was Mawan.

The Court—What made you think that you were at Mawan when you were at Caping?

Witness, in an undertone, said something about the tide.

Give me your reasons for coming to that conclusion.—Witness said something quite beside the point.

The Court—What made you think you were here?—I thought it was Mawan.

But why?—No answer.

You must have some reason. Your mind must have gone through some process for you to do that? There must be some reason?—Still no answer.

Well, you can't give me any reason?—No reply.

Can't you give any reason at all?—No, sir.

Is that course, N.W. by W. 1/2 W., the usual course?—Yes, I always steer that course.

Have you ever found yourself out before when steering that course?—No.

Again the Court pressed the witness for his reason for mistaking Caping Island for Mawan. His answer was that he thought it was Mawan. He did not see anything on his port side.

Where did you pass the first junk?—Half way between Fairway Buoy and Mawan.

The Court—You, as No. 1 pilot, was actually at the wheel?—Yes.

Where was the No. 2 pilot at the time?—He was below.

By Captain Page—Was it the practice of the *Powan* to take sharply to the left after passing Chung Hue?—Yes.

Here Captain Black inquired if the witness was asked if he looked at the clock before the stranding. The question was put to the pilot, who replied: 9.25. Witness added that he thought there was one more mile to go after that.

Cross-examined by Captain Black—Why did you say "I think so" when I asked you if you saw Mawan, when you did not?

Witness—I said I think.

The Court—He said it resembled Mawan. Captain Black proceeded to remark that when he put that question to the witness, he thought he was near him, and not engaged at the wheel. If he knew he was at the wheel he would not have placed so much reliance on him.

The Court—We quite understand that.

QUARTERMASTER EXAMINED.

Chen Tak, the No. 1 quartermaster, was then called. He stated that he was at the wheel, but left it for a while to fetch the Captain's ratiocant. That was about a quarter of an hour before the *Powan* struck. On returning he went on deck port side.

The Court remarked that the evidence on this point was contradictory. "If," the Court asked, "you were on the port side how was the wind blowing?"

"From the South," answered the witness.

WHAT THE LOOK-OUT MAN SAID.

Chung Su, the look-out man on the main deck, on being examined, said that it was raining after the ship passed the Fairway Buoy. He did not see Chung Hue at all. He did not sight anything before the ship struck, not even a junk.

The Court—Do you mean to tell me you did not report passing a junk?—No.

The Court—You must have been keeping a pretty bad look-out.

Captain Black—We do not put any reliance on these men. We can see better from the bridge.

The Court (to witness)—What were you watching?—Nothing.

Were you doing your best?—Yes.

You saw nothing?—Yes. All I saw was rain.

The witness was excused.

At this stage the inquiry was adjourned until Saturday morning to allow the second engineer—Mr. Robson—who is at present away in Manila, having obtained a berth on the *Teon*, to attend.

PRIVATE CONVENIENCES.

DIFFERENCE OF VIEWS.

The following letter was laid on the table at the Sanitary Board meeting this afternoon:—Colonial Secretary's Office, 9th June, 1908.

Sir,—With reference to your letter of the 15th ult., and to previous correspondence on the subject of the recent decision of the Sanitary Board to allow water closets in certain buildings in Kowloon, I am directed to acquaint you for the information of the Board that in view of the importance of the question of the further introduction of water closets in the Colony and of the advice medical and other expert opinion in such introduction, His Excellency the Governor has deemed it prudent to amend Section 469 of Ordinance 1 of 1903 by the insertion of the words "and the consent of the Governor in Council" after the words "without the permission of the Board." I am, Sir,

Yours faithfully, F. H. MAY, Colonial Secretary.

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1908. [614]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 26th inst., at 2 o'clock P.M.

For Freight or Passage, apply to DOUGLAS LA PRAIK & Co., General Managers.

Hongkong, 23rd June, 1908. [615]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO."

will be despatched for the above Port, on or about THURSDAY, the 28th June.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 23rd June, 1908. [540]

AMERICAN SHIPPING ON THE PACIFIC.

O. AND O. LINE TO BE ABSORBED.

Announcement was made in San Francisco last month, according to the *Chronicle*, that, possibly in the near future, the name of the Occidental and Oriental Steamship Company will disappear from the realm of shipping activities on the Pacific. As is well known, the Occidental and Oriental Steamship Company has been in process of liquidation for nearly a year, and if it does go out of existence it will simply mean that the Pacific Mail Steamship Company will take over its business and the two steamships which it is now operating, so that sailings out of San Francisco will in no wise be affected.

Years ago the Occidental and Oriental and the Pacific Mail were rivals in the trans-Pacific trade, but for many years past, by reason of the fact that both companies are owned by the same interests, there has been no real competition. Both companies are controlled jointly by the Southern Pacific and the Union Pacific Railroad Companies. The Pacific Mail owns its own vessels, but the Occidental and Oriental has always operated its ships under leases, the *Gaelic*, the *Coptic*, and the *Doric* being the three ships which it had on the run to China for many years.

The *Gaelic* was returned to the White Star line some time ago, and the *Doric* and *Coptic* were purchased by the Pacific Mail Steamship Company and the names changed to *Perma* and *Asia*. These two steamships, although Pacific Mail steamers, now constitute the entire fleet of the Occidental and Oriental Steamship Company, and are at present being used on the run to the Orient. If the Occidental and Oriental Steamship Company goes out of business these two vessels will continue on the run as Pacific Mail steamships, and the sailings out of San Francisco will not be affected.

The affairs of the Occidental and Oriental have for some time past, in effect, been handled and managed by Pacific Mail officials. Mr. R. P. Schwerin, vice-president and general manager of Pacific Mail, is the Occidental and Oriental president; Mr. A. G. Koriell is general passenger agent for the Occidental and Oriental, in addition to filling the same position for the other Harriman steamship companies, and Mr. D. D. Stubbs, general manager, is the one Occidental and Oriental steamship official who has no affiliations with the Pacific Mail, although acting under the orders of Mr. R. P. Schwerin. It is whispered that if the company with which he is connected retires from business, he will probably continue with the Pacific Mail.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling	
London-Bank T.T.	1/10 1/10
Do. demand	1/10 1/10
Do. 4 months' sight	1/10 1/10
France-Bank T.T.	1/10 1/10
America-Bank T.T.	1/10 1/10
Germany-Bank T.T.	1/10 1/10
India T.T.	1/10 1/10
Do. demand	1/10 1/10
Shanghai-Bank T.T.	1/10 1/10
Singapore-Bank T.T. per H.K. \$100	1/10 1/10
Japan-Bank T.T.	1/10 1/10
Java-Bank T.T.	1/10 1/10
Buying	
4 months' sight L/C.	1/10 1/10
6 months' sight L/C.	1/10 1/10
30 days' sight San Francisco & New York	1/10 1/10
4 months' sight do.	1/10 1/10
30 days' sight Sydney and Melbourne	1/10 1/10
4 months' sight France	1/10 1/10
6 months' sight do.	1/10 1/10
4 months' sight Germany	1/10 1/10
Bar Silver	1/10 1/10
Bank of England rate	1/10 1/10
Sovereign	1/10 1/10

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul
Malwa New	@ 950/00
" Old	@ 950/1000
" Older	@ 1,000/1,000
" Oldest	@ —
	Per chest
Patna New	@ 1,145
" Old	@ —
Bengal New	@ 1,055
" Old	@ —
Perian (Paper)	@ —

SHIPPING AND MAELS

MAILS DUE.	
German (Prins Waldemar) 14th inst.	
English (Dunelm) 24th inst., 8 a.m.	
Canadian (Empress of Japan) 21st inst.	
German (Kleist) 31st inst.	
German (Prins Ludwig) 30th inst.	
American (China) 1st prox.	
MAILS DUE.	
The Norwegian s.s. <i>Christina</i> left Moji	on 23rd inst., for this port, and is due to arrive here on 28th inst.
The Imperial German Mail s.s. <i>Prins Waldemar</i> left Sydney for Manila on 24th inst., at 4 a.m., and may be expected here on 24th inst., at 7 p.m.	
The C. P. R. Co.'s s.s. <i>Lennox</i> arrived at Shanghai at 10 a.m., on 22nd inst., and leaves again at midnight same day, for Nagasaki, where she is due to arrive at 5 a.m., on 25th inst.	
The C. P. R. Co.'s s.s. <i>Empress of Japan</i> arrived at Shanghai at 4.30 a.m., on 22nd inst., and left again at 4.30 p.m., same day, for Hongkong, where she is due to arrive at 9 a.m., on 25th inst.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 23rd at 11.55 a.m. the barometer has fallen rapidly in Japan owing to the depression which is now situated over the S.W. part of the Sea of Japan. It is moving towards E.N.E. Pressure is highest over the Pacific to the E. of the Bonins. It is still somewhat low over Tongking and the N.W. part of the China Sea.
Moderate S.E. and variable winds may be expected in the Formosa Channel, and moderate S. and S.E. winds over the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. 10-day, 0.34 inches.
FORECAST.
1.—Hongkong and Neighbourhood, S.E. and S. winds, moderate or fresh; showery.
2.—Formosa Channel, S.E. and variable winds, moderate.
3.—South coast of China between Hongkong and Lamoek, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.	
Zafiro, Br. s.s., 1,619, R. Rodger, 22nd July.	Manila 20th June, Hemp and Sugar.—S. T. & Co.
Quanta, Ger. s.s., 1,134, H. Madsen, 22nd June.	Singapore 13th June, Gen.—S. & Co.
Loosok, Ger. s.s., 1,430, G. Schulten, 22nd June.	Bangkok and Swatow 22nd June, Rice and Gen.—M. & Co.
Darwent, Br. s.s., 1,561, J. Jenkins, 21st June.	Singapore 18th June, Rice and Gen.—Chinese.
Wingang, Br. s.s., 1,517, D. A. King, 22nd June.	Wuhu via Chinkiang 16th June, Rice and Beans.—J. M. & Co.
Borneo, Ger. s.s., 1,344, F. Sembill, 22nd June.	Sandakan 17th June, Gen.—M. & Co.
Solind, Nor. s.s., 807, H. Melsom, 22nd June.	Haiphong 20th June, Rice and Gen.—A. R. M.
Seirind, Nor. s.s., 617, S. Tanager, 22nd June.	Bangkok 14th June, Rice and Gen.—C. L. & Co.
Tanawanda, Br. s.s., 2,181, Trigg, 22nd June.	San Francisco 22nd May, and Foochow 20th June, Bulk Oil.—S. O. Co.
Denledi, Br. s.s., 1,077, Potter, 23rd June.	Singapore, Gen.—G. L. & Co.
Hakata Maru, Jap. s.s., 3,810, T. Murai, 23rd June.	Yokohama 10th June, Gen.—N. Y. K.
Montague, Br. s.s., 3,055, W. Davidson, 23rd June.	Vancouver 25th May, and Shanghai 21st June, Mails and Gen.—C. P. R. Co.
Yochow, Br. s.s., 1,305, J. H. Brown, 23rd June.	Shanghai 19th June, Gen.—B. & S.
Wagong, Br. s.s., 1,127, L. F. Huxsey, 23rd June.	Newchang 20th June, and Swatow 22nd June, Gen.—J. M. & Co.
Tjimati, Dut. s.s., 2,444, Pander, 23rd June.	Batavia 8th June, and Billiton 16th June, Gen.—J. C. J. L.
Choyang, Br. s.s., 2,000, A. E. Sandbach, 23rd June.	Shanghai and Swatow 19th June, Gen.—J. M. & Co.
Changsha, Br. s.s., 2,200, G. W. W. 23rd June.	Sydney 20th May, and Manila 21st June, Gen.—B. & S.

Steamers Expected.

Yacht	From	Agent	Due
Devanha	Singapore	P. & O. Co.	June 24
P. Waldemar	Manila	M. & Co.	June 24
Emp. of Japan	Shanghai	C. P. R. Co.	June 25
Kawachi Maru	Singapore	N. Y. K.	June 26
Tosa Maru	Japan	M. & Co.	June 27
Prins Ludwig	Colombo	M. & Co.	June 30
Minnesota	Japan	N. Y. K.	July 2

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.	
Orsogon	at Kowloon Dock
Flume	"
Courtsfield	"
Sumatra	"
H.M.S. Monmouth	"
Amigo	"

The Ships Passed Canal.

19th May— <i>Asiatic</i> , <i>Belgavia</i> , <i>Glenstrae</i> , <i>Pakistan</i> , <i>Schiff</i> , 22nd May— <i>Albena</i> , <i>Antenor</i> , <i>Armando</i> , <i>Bahia</i> , <i>Tamara</i> , <i>Tenah</i> , <i>Providence</i> , <i>Savona</i> , <i>Socotra</i> , <i>Indragiri</i> , <i>Lila</i> , <i>Jaon</i> , <i>Cathian</i> , 26th May— <i>Bahia</i> , <i>Pera</i> , <i>Sambla</i> , <i>Pakhan</i> , 29th May— <i>Caladonia</i> , <i>Montgomery</i> , <i>Saxonia</i> , <i>Inaba</i> , <i>Maru</i> , <i>Kuwachi</i> , <i>Maru</i> , 2nd June— <i>Goben</i> , <i>Ellisabith</i> , <i>Richmers</i> , <i>Nora</i> , 5th June— <i>Agamemnon</i> , <i>Australis</i> , <i>Indramayo</i> , <i>Liberta</i> , <i>Niarchow</i> , <i>Nubia</i> , <i>Queen Olga</i> , 9th June— <i>Glenhurst</i> , <i>Benarig</i> , <i>Savila</i> , <i>Colombo</i> , <i>Prins Ludwig</i> , 12th June— <i>Tudor Prince</i> , <i>Kamakura</i> , <i>Maru</i> , <i>Katsuo</i> , <i>P. B. Friedrich</i> , <i>Silila</i> , <i>Ger</i> , <i>Sanku</i> , <i>Maru</i> , <i>Tourane</i> , 16th June— <i>Glenroy</i> , <i>Pera</i> , <i>Sikh</i> , 19th June— <i>Indien</i> , <i>Flintshire</i> , <i>Syria</i> , <i>Tarica</i> , <i>Clyde</i> .
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CHINA COAST METEOROLOGICAL REGISTER.

	June 22nd, 1908, a.m.	Bar.	Th.	Hu.	Wind	W.
Vladivostok	5 a.m.	29.78	57	99	SE	4 or
Nemuro	5 a.m.	30.8	—	—	SE	5
Hakodate	5 a.m.	29.97	—	—	SE	5
Kochi	5 a.m.	30.06	—	—	SE	5
Nagasaki	5 a.m.	29.88	—	—	SE	8
Osagima	5 a.m.	29.96	—	—	SE	8
Naha	5 a.m.	29.93	—	—	SE	8
Shigakijima	5 a.m.	29.82	—	—	SE	6
Bonin Is.	5 a.m.	30.12	—	—	W	6
Chefoo	5 a.m.	—	—	—	—	—
Weihaiwei	5 a.m.	29.83	57	—	E	10
Hankow	5 a.m.	—	—	—	—	—
Kinkiang	5 a.m.	—	—	—	—	—
Shanghai	5 a.m.	29.70	76	95	SE	20nd
Gutzlaff	5 a.m.	29.79	74	95	S	20V
Sharp Peak	5 a.m.	29.79	83	100	S	1 b
Amoy	5 a.m.	29.91	80	91	—	b
Swatow	5 a.m.	—	—	—	—	—
Taihou	5 a.m.	29.80	—	—	W	2
Tachou	5 a.m.	29.83	—	—	—	—
Kyushu	5 a.m.	29.82	—	—	W	2
Quanton	5 a.m.	29.79	84	96	SE	1 c
Hongkong	5 a.m.	29.10	81	88	E	3 op
Victoria Peak	5 a.m.	—	—	—	SE	1
Gap Rick	5 a.m.	29.76	—	—	SE	4
Macao	5 a.m.	29.83	—	—	SE	2 c
Hoihow	5 a.m.	—	—	—	—	—
Phulien	5 a.m.	29.72	82	—	ENE	2 c
Tourane	5 a.m.	29.77	—	—	—	—
G. St. James	5 a.m.	29.88	79	—	WSE	3 c
Apam	5 a.m.	29.88	75	—	SW	1 c
Legaspi	5 a.m.	29.90	75	—	SE	1 c
Bacolod	5 a.m.	29.81	—	—	SW	1 c
Cebu	5 a.m.	29.91	82	—	NE	0 b
Labuan	5 a.m.	29.90	82	—	—	—

June 23rd, 1908, a.m.

Vladivostok	7 a.m.	29.62	57	82	NE	1 b
Nemuro	7 a.m.	29.65	—	—	SE	8
Hakodate	7 a.m.	29.62	—	—	SE	6
Kochi	7 a.m.	29.77	—	—	SW	6
Nagasaki	7 a.m.	29.48	—	—	E	8
Osagima	7 a.m.	29.52	—	—	N	3
Naha	7 a.m.	29.60	—	—	W	4
Shigakijima	7 a.m.	29.73	—	—	S	4
Bonin Is.	7 a.m.	29.77	—	—	SW	4
Chefoo	7 a.m.	29.82	—	—	SE	4
Weihaiwei	7 a.m.	29.67	73	—	NW	1 b
Hankow	7 a.m.	29.72	77	100	NE	1 or
Kinkiang	7 a.m.	29.71	67	100	—	or
Shanghai	7 a.m.	29.68	76	82	NE	1 om
Gutzlaff	7 a.m.	29.65	70	100	NE	2 f
Sharp Peak	7 a.m.	29.72	81	96	SW	1 c
Amoy	7 a.m.	29.77	81	91	SE	1 b
Swatow	7 a.m.	29.79	80	96	SE	2 c
Taihou	7 a.m.	29.79	—	—	SW	2
Tachou	7 a.m.	29.82	—	—	SE	2
Kyushu	7 a.m.	29.82	—	—	SE	2
Quanton	7 a.m.	29.82	—	—	SE	2
Hongkong	7 a.m.	29.77	84	74	S	3 o
Victoria Peak	7 a.m.	—	—	—	SE	4
Gap Rick	7 a.m.	29.74	—	—	SE	4
Macao	7 a.m.	29.69	83	—	SE	1 c
Hoihow	7 a.m.	—	—	—	—	—
Phulien	7 a.m.	29.61	79	—	W	4 c
Tourane	7 a.m.	29.73	82	—	—	—
G. St. James	7 a.m.	29.80	77	—	SW	4 c
Apam	7 a.m.	29.84	77	—	SW	1 c
Legaspi	7 a.m.	29.88	75	—	SW	1 c
Bacolod	7 a.m.	29.78	—	—	SW	1 c
Cebu	7 a.m.	29.80	83	—	NE	1 c
Labuan	7 a.m.	29.80	83	—	—	—

Barometer

Barometer	29.80
Temperature	82
Humidity	88
Rainfall	0.47

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER.

Hongkong 1st September 1908.

Post Office.

A Mail will close for:—
Swatow, Amoy and Asping—Per *Shashi Maru*, 24th June, 9 a.m.
Ocean Island—Per *Hikouan Maru*, 24th June, 9 a.m.
Shanghai—Per *Kowongang*, 24th June, 11 a.m.
Hongkong—Per *Quarta*, 24th June, 11 a.m.
Bangkok—Per *Zapho*, 24th June, 11 p.m.
Macao—Per *Sai Tai*, 24th June, 11 p.m.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston and New Zealand—Per *Aldamark*, 25th June, 11 a.m.
Macao—Per *Sai Tai*, 25th June, 11 p.m.
Yokohama, Kobe and Moji—Per *Tjibodai*, 26th June, 10 a.m.
Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Americas Maru*, 26th June, 11 a.m.
Swatow, Amoy and Foochow—Per *Hailan*, 26th June, 1 p.m.
Macao—Per *Sai Tai*, 26th June, 11 p.m.
Manila—Per *Puanyang*, 26th June, 3 p.m.
Singapore, Penang and Calcutta—Per *Fooksang*, 27th June, 10 a.m.
Manila—Per *Zapho*, 27th June, 10 a.m.
Batavia, Cheribon, Samang, Sourabaya and Macassar—Per *Tjilisp*, 27th June, 10 a.m.
Europe, &c., India via *Tuticorin*—Per *Aradzi*, 27th June, 11 a.m.
Macao—Per *Sai Tai*, 27th June, 11 p.m.
Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Perth, Adelaide, Hobart, Launceston, New Zealand and Fremantle—Per *Changsha*, 27th June, 3 p.m.
Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Portland*—Per *Alista*, 29th June, 11 a.m.
Tientsin, Chefoo and Newchwang—Per *Nanchang*, 29th June, 3 p.m.
Singapore, Penang and Calcutta—Per *Kamsang*, 30th June, 11 a.m.
Keelung, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Tacoma—Per *Trom*, 31st July, 10 a.m.
Europe, &c., India, via *Tuticorin*—Per *Kishu*, 31st July, 11 a.m.
Manila—Per *Looyang*, 31st July, 3 p.m.
Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Sifaria*, 31st July, 5 p.m.
Manila—Per *Rubi*, 1st Aug., 11 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver—Per *Montague*, 11th July, 10 a.m.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Chinas*, 11th July, 11 a.m.
Shanghai, Yokohama, Kobe and Moji—Per *Kuizang*, 5th July, 11 a.m.
Manila, Fr. Wilhelmshafen, Simpsonghafen, Habershöhe, Mungel, Brisbane, Sydney, Hobart, Launceston, New Zealand, Danden, Melbourne, Adelaide, Perth and Fremantle, Per *Prins Waldemar*, 16th July, 4 p.m.

VISITORS AT THE HOTELS.

HONGKONG.	
Adams, P. R.	Kiebs, Mrs.
Baker, A. H.	Kramer, P.
Barratt, Miss	Liddell-Grainger, H.
Blanc, P.	H. A. O.
Boulet, E.	Lloyd, J. D.
Berry, Mr. and Mrs. F.	Little, A. C.
J. and child	Materna, F.
Black, Dr. G. D. R.	McIntosh, G. C.
Blund, A. B.	McKean, Dr. G. W.
Brayfield, T.	Mody, J. H. N.
Bulmer, J. H.	Niedhardt, E.
Bunner, W. C.	Packer, B. L.
Bussiere, B. C. de	Pearse, Dr. W. W.
Cartier, A.	Peake, A. W. J.
Chavins, N. M.	Perkins, T. L.
Civil, H. E.	Ray, E. H.
Condon, J. L.	Roland, J. A.
Crook, H.	Ruempel, C. A.
Darling, F.	Schneider, A. W.
Feon, E. W.	Shields, C. E.
Fuller, Desman	Spittles, J.
Garnier, E. T.	Stebbing, W. T.
Gibson, Capt. and Mrs.	Stevens, Rev. A. J.
and child	Thomas, H. I.
Guldberg, Capt. and Mrs.	Tullidge, G. W.
Mrs. V.	Turnbull, D.
Hall, Capt. T.	Wallach, C.
Harding, R.	Wieman, Capt.
Hartford, I. L.	Wood, A. D.
Hawley, J. H.	Wood, J. D.
Innes, Capt. R.	Joseph, Mr. and Mrs. W. Egerton
Joseph, Mr. and Mrs. W. Egerton	E. S.
E. S.	Youdan, Mrs. V. E.
KOWLOON.	
Allen, C. S.	Petersen, A.
Bricker, L.	Stone, P. E. F.
Hope, Mr. and Mrs.	Waghorn, N. J.
and a child	Stapleton, Mr. & Mrs.
Macle, S. H.	Stewart, S. H.

CONVALESCENTS.

Baker, A. H.	Lopez, Mr. & Mrs.
Barratt, Miss	S. A.
Blanc, P.	Marcovitch, Mr.
Boulet, E.	May, H. J.
Berry, Mr. and Mrs. F.	Merlin, Capt. J. A.
J. and child	Nwanson, S.
Black, Dr. G. D. R.	Perkins, C. B.
Blund, A. B.	Sears, W. A.
Brayfield, T.	Shiley, S. B.
Bulmer, J. H.	Silver, Mr. and Mrs.
Bunner, W. C.	Mrs. A. F. B. and
Bussiere, B. C. de	child
Cartier, A.	Stapleton, Mr. & Mrs.
Chavins, N. M.	F. W.
Civil, H. E.	Stapleton, Master F.
Condon, J. L.	W. W.
Crook, H.	Thomson, J. W. D.
Darling, F.	Tom, Mr.
Feon, E. W.	Weill, B.
Fuller, Desman	
Garnier, E. T.	
Gibson, Capt. and Mrs.	
and child	
Guldberg, Capt. and Mrs.	
Mrs. V.	
Hall, Capt. T.	
Harding, R.	
Hartford, I. L.	
Hawley, J. H.	
Innes, Capt. R.	
Joseph, Mr. and Mrs. W. Egerton	
E. S.	

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$2,000,387	{ Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 1/2 %	{ \$75 1/2 sales London £78.10/-
Nationa Bank of China, Limited	49,925	£7	£6	{ £4000 £15,000 }	\$10,223	\$2 (London 3/6) for 1907	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	none	\$20 for 1906	8 1/2 %	\$235 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 £100,000 £100,000 }	Tls. 204,424	Interim of 7/6 ex 2/3 for 1907	6 %	Tls. 77
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$1,500,000 \$1,500,000 \$1,500,000 }	2,506,011	{ Final of \$15 making \$45 for 1906 and Interim of 30 for 1907	5 1/2 %	\$790
FIRE INSURANCES.								
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$591,763	\$1 and bonus \$3 for 1906	9 1/2 %	\$154 sales
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$171,432	\$6 and bonus \$2 for 1906	8 1/2 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$428,027	\$27 for 1906	8 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$7,000 \$7,000 }	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$200,000 \$200,000 \$200,000 }	Nil	\$4 for year ending 30.11.1907	11 1/2 %	\$56 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$16,437	{ \$12 for 2nd half-year making in all \$24 for year ending 31.12.07	7 1/2 %	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £100,000 £100,000 }	£3,694	5/- for 1906 @ ex 2/3 = \$2.24 per share	3 1/2 %	{ \$40 \$21
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000 Tls. 75,000 }	Tls. 14,510	Final of Tls. 2 1/2 making Tls. 3 1/2 for 1907	7 1/2 %	{ Tls. 4 1/2 buyers Tls. 5 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	172,370	{ Second interim of 1/- (Coupon No. 9 for a/c 1907	4 1/2 %	46 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000 }	\$98	{ \$1.00 for year ending 30.4.1908 \$0.50	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 140,000 Tls. 140,000 Tls. 140,000 }	6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907	12 1/2 %	Tls. 49 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$279,371	\$8 for year ending 31.12.07	...	\$130
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Dr. \$135,131	10/- for 1907	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	18,973	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 121 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£11,556	Interim of 1/6 (No. 10 for account 1908	7 1/2 %	Tls. 152 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000 }	£11,358	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$3,726	\$1.75 for year ending 31.12.06	...	\$15
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$51
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000 }	\$441,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$104
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 }	16,10,450	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	6 1/2 %	Tls. 8 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 75,000 Tls. 125,000 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 237 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 Tls. 25,000 Tls. 25,000 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 101 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$10,908	\$2 1/2 for year ending 30.6.07	11 1/2 %	\$204 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000 }	29,178	\$1.20 for 1906	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000 }	\$252	Final of \$1 1/2 making \$7 1/2 for 1907	7 1/2 %	\$195
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$36,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$4,621	70 cents for 1907	6 1/2 %	\$104
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000 }	1653	\$1 1/2 for 1907	6 1/2 %	\$261 sales
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 none }	Tls. 107,547	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	6 1/2 %	Tls. 121 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none none none }	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,909 \$60,000 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$11 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 Tls. 150,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 64 sales
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none none none }	Tls. 6,301	Tls. 8 for 1906	...	Tls. 771
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 400	{ Tls. 28,257 Tls. 28,257 Tls. 28,257 }	Tls. 50,003	Tls. 50 for 1906	...	Tls. 255 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,200 £1,200 £1,200 }	£638	1/3 per share for 1906	9 %	\$74
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Nil	\$1.20 for 1907	11 %	\$101
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$25,000	60 cents for year ended 26.2.06	...	16 1/2
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$8,593	80 cents for 1907	8 1/2 %	\$64
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$2,074	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$15,078	Final of 75 cents making in all \$1 1/2 for 1907	11 1/2 %	\$11
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$5,000	75 cents for 9 months ending 31.12.07	8 %	\$12 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$180,000	\$2 for year ending 28.2.8	10 %	\$21
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$9,321	1s and bonus 20 cts. for year ending 30.2.06	7 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$4,578	Final of \$15 making in all \$19 for 1907	8 1/2 %	\$225 buyers
Hongkong Rope Manufacturing Company, Ltd.	61,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$18,191	Final of \$1.20 making in all \$2 for 1907	8 %	\$25 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 37,603 \$1,000,000 }	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	6 1/2 %	Tls. 525 b. ex
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	{ \$14 \$8
Peak Tramways Company (new)	50,000	\$10	\$10	{ none none none }	Nil	None	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Nil	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 111 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 24,820 Tls. 75,000 }	Tls. 6,603	Final of Tls. 9 making in all Tls. 14 for 1907	15 %	Tls. 89 sellers
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 }	Tls. 8,493	Final of 37/6 making 52/6 for 1907	...	Tls. 385 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 8,331	None	...	\$23 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none none none }	\$92,23	40 cents for year ending 31.5.07	6 1/2 %	\$6
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$478	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 57 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 none }	Tls. 201	50 cents for 1907	4 1/2 %	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none none none }	Nil	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$1,360	Final of 30 cts. making 3 1/2 making 60 cents for year ending 31.12.07	6 %	\$10 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$6,438	Final on 50 cts. making 80 cts. for the year ended 30th June, 1906	...	\$11 buyers
William Powell, Limited	15,000	\$10	\$10	{ none none none }	\$41			

* These shares are entitled to half of the profits.

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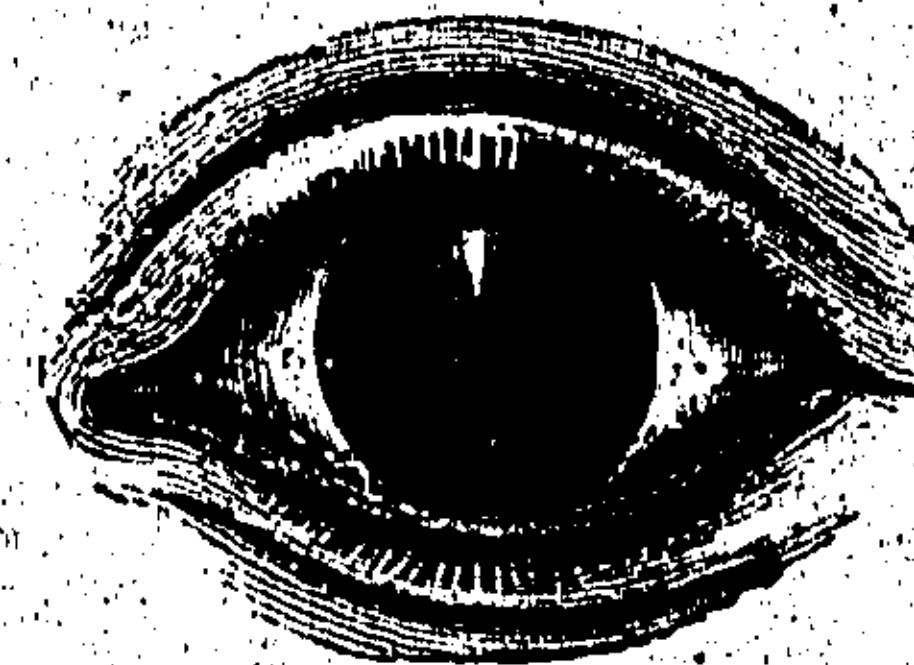
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